

Mass Transit in Iowa's Energy Economy

Mass Transit Interim Study
Committee

November 14, 2008

Iowa Office of Energy Independence

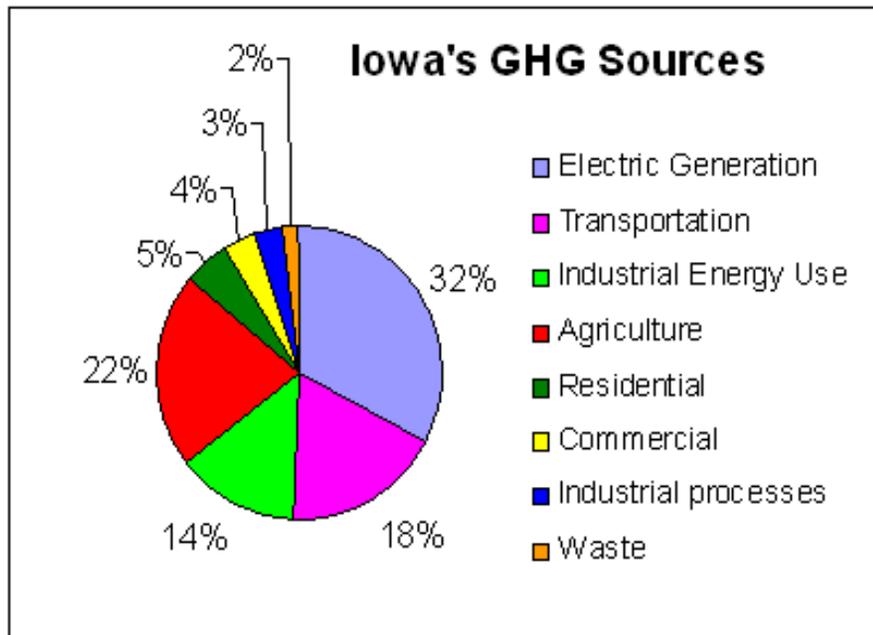


Guiding Principles

- Mass transit access and transportation efficiency reduce vehicle miles traveled (VMTs)
- Average Iowan travels 38 miles a day for work



Environmental Implications of High VMTs



- Transportation sector emitted 18% of Iowa's gross greenhouse gas (GHG) emissions in 2005
- GHG emissions from transportation fuel has risen 1.4% each year from 1990-2005
- Increase in particulates due to all types of combustion, which pose the greatest health concern

Economic Implications of High VMTs

- Average family spends 19%-25% of household income on transportation
- Fuel price fluctuations continue to severely impact the family budget



Why Mass Transit

- Mere proximity to public transportation decreases average household income spent on transportation to 9%
- Building a mass transit system leads to job creation and cost savings for the average family
- Portland, OR estimates transit investments saved \$2.6 billion annually
- Michigan estimates for every dollar invested in public transit, returns range from \$6 to \$8 in economic activity.



Planning is Key

- Mass transit as part of the Iowa Energy Independence Plan
- Collaborating with Iowa Climate Change Advisory Council on goals
- State government leads by example
 - Green Government Initiative
 - Increased telecommuting, rideshare/carpool parking spots and public transit
 - Collaborating with state agencies to invest in infrastructure and map priorities for transmission



Current Plan for Energy Independence

- Smart growth strategy:
 - Compact growth
 - Transit-oriented development
 - Integrated transit networks
 - Mixed use development



Smart Growth Policies-Technology

- Capitalize on advanced telecommunication technologies
 - Work from home
 - Satellite offices
 - Work hub



Smart Growth Policies-New Development

- **Create standards**
 - Walking/biking paths
 - Allowing for future mass transit options
 - Plan for access needs by right of way
- **Feasibility of light rail system**
 - Analyze demographics to determine opportunity
 - Plan ahead to collaborate with Federal gov't to create these opportunities



Smart Growth Policy-Existing Development

- Re-evaluating current infrastructure
 - On-going discussions on existing infrastructure and availability
 - Feasibility studies:
 - Amtrak from Quad Cities to Iowa City
 - Amtrak from Iowa City to Des Moines
 - Increase access and service from existing bus transit system



Smart Growth Policy-Existing Development

- Discourage urban sprawl
 - maximum distance between retail, commercial, and residential areas
 - Current state program
 - Green Street Grant Program
 - Transit-oriented development



Foreseeable Challenges to Transit & Energy

- Increasing costs to maintain infrastructure
- Costs to develop new infrastructure or redesign current
- Prioritizing environmental and economic viability
- Collaboration among multiple communities to implement change



Questions & Comments are Welcome

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